

Traffic Safety Facts

Research Note

DOT HS 809 970

March 2006*

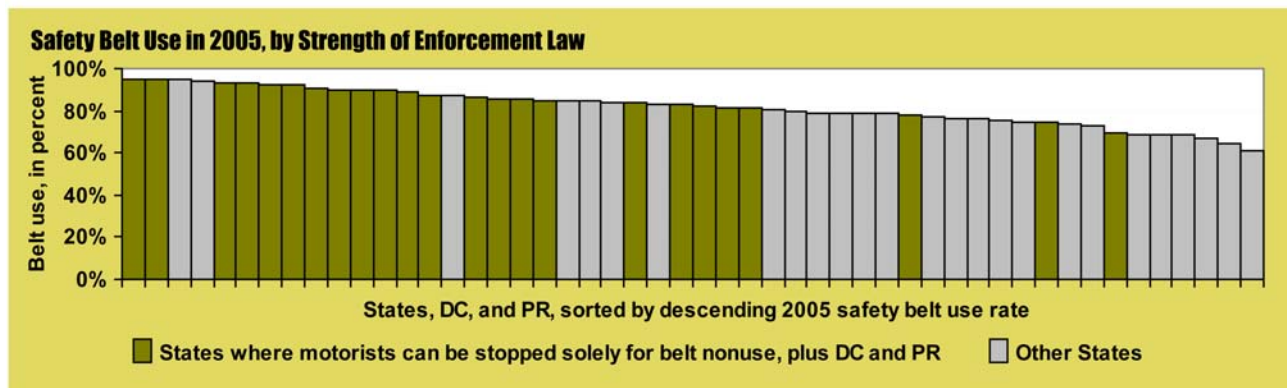
Safety Belt Use in 2005 — Use Rates in the States and Territories

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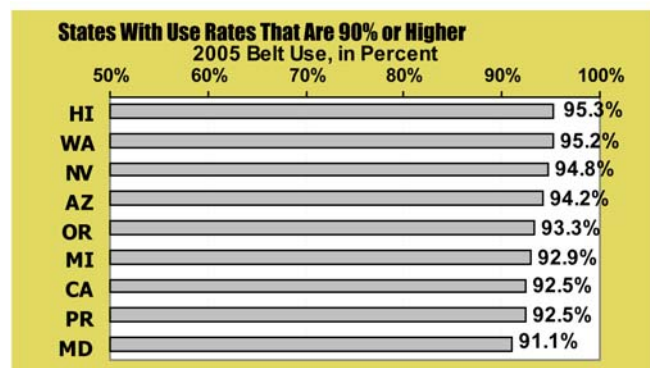
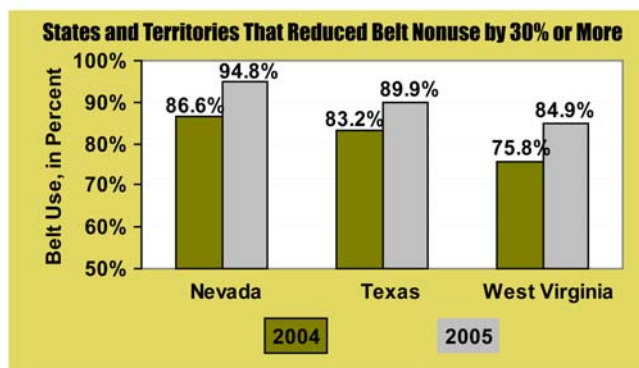
In 2005, safety belt use in the United States ranged from 60.8 percent use in Mississippi to 95.3 percent in Hawaii. These results are from probability-based observational surveys conducted by 50 States and U.S. Territories in accordance with criteria established by the National Highway Traffic Safety Administration (NHTSA) to ensure reliable results. Compliance with the criteria is verified annually by NHTSA's National Center for Statistics and Analysis.

The 2005 surveys also found the following:

- Nine States and Territories achieved use rates of 90 percent or higher, namely Hawaii, Washington, Nevada, Arizona, Oregon, Michigan, California, Puerto Rico, and Maryland.
- Nevada, Texas, and West Virginia exhibited the greatest improvement, each reducing belt nonuse by 30 percent or more during 2004 – 2005.
- Use rates in jurisdictions with stronger belt enforcement laws continue to exhibit generally higher use rates than those with weaker laws. South Carolina strengthened its belt law to a “primary” enforcement law, effective December 2005. This State saw a jump in use from 65.7 percent in 2004 to 69.7 percent in 2005. Because the 2005 survey was conducted before the primary law took effect, greater gains may be realized in 2006.



Source: Surveys conducted in accordance with Section 157, Title 23, U.S. Code



Source: Surveys meeting Section 157, Title 23, U.S. Code

*This report is a revision of the original November 2005 report. The new report reflects updated rates submitted after November 2005.

Safety Belt Use in States, U.S. Territories, and Nationwide, 1998-2005 (Revised)

State or U.S. Territory ¹	1998	1999	2000	2001	2002	2003	2004	2005	Reduction in Nonuse 2004-2005
Alabama	52.0%	57.9%	70.6%	79.4%	78.7%	77.4%	80.0%	81.8%	9%
Alaska	57.0%	60.6%	61.0%	62.6%	65.8%	78.9%	76.7%	78.4%	7%
Arizona	61.5%	71.1%	75.2%	74.4%	73.7%	86.2%	95.3%	94.2%	-23%
Arkansas	52.6%	57.2%	52.4%	54.5%	63.7%	62.8%	64.2%	68.3%	11%
California	88.6%	89.3%	88.9%	91.1%	91.1%	91.2%	90.4%	92.5%	22%
Colorado	66.0%	65.2%	65.1%	72.1%	73.2%	77.7%	79.3%	79.2%	0%
Connecticut	70.1%	72.9%	76.3%	78.0%	78.0%	78.0%	82.9%	81.6%	-8%
Delaware	62.3%	64.4%	66.1%	67.3%	71.2%	74.9%	82.3%	83.8%	8%
Dist. Of Columbia	79.6%	77.9%	82.6%	83.6%	84.6%	84.9%	87.1%	88.8%	13%
Florida	57.2%	59.0%	64.8%	69.5%	75.1%	72.6%	76.3%	73.9%	-10%
Georgia	73.6%	74.2%	73.6%	79.0%	77.0%	84.5%	86.7%	89.9%	24%
Hawaii	80.5%	80.3%	80.4%	82.5%	90.4%	91.8%	95.1%	95.3%	4%
Idaho	57.3%	57.9%	58.6%	60.4%	62.9%	71.7%	74.0%	76.0%	8%
Illinois	64.5%	65.9%	70.2%	71.4%	73.8%	80.1%	83.0%	86.0%	18%
Indiana	61.8%	57.3%	62.1%	67.4%	72.2%	82.3%	83.4%	81.2%	-13%
Iowa	76.9%	78.0%	78.0%	80.9%	82.4%	86.8%	86.4%	87.1%	5%
Kansas	58.7%	62.6%	61.6%	60.8%	61.3%	63.6%	68.3%	69.0%	2%
Kentucky	54.3%	58.6%	60.0%	61.9%	62.0%	65.5%	66.0%	66.7%	2%
Louisiana	65.6%	67.0%	68.2%	68.1%	68.6%	73.8%	75.0%	77.7%	11%
Maine	61.3%	NA	NA	NA	NA	NA	72.3%	75.8%	13%
Maryland	82.6%	82.7%	85.0%	82.9%	85.8%	87.9%	89.0%	91.1%	19%
Massachusetts	51.0%	52.0%	50.0%	56.0%	51.0%	61.7%	63.3%	64.8%	4%
Michigan	69.9%	70.1%	83.5%	82.3%	82.9%	84.8%	90.5%	92.9%	25%
Minnesota	64.2%	71.5%	73.4%	73.9%	80.1%	79.4%	82.1%	83.9%	10%
Mississippi	58.0%	54.5%	50.4%	61.6%	62.0%	62.2%	63.2%	60.8%	-7%
Missouri	60.4%	60.8%	67.7%	67.9%	69.4%	72.9%	75.9%	77.4%	6%
Montana	73.1%	74.0%	75.6%	76.3%	78.4%	79.5%	80.9%	80.0%	-5%
Nebraska	65.1%	67.9%	70.5%	70.2%	69.7%	76.1%	79.2%	79.2%	0%
Nevada	76.2%	79.8%	78.5%	74.5%	74.9%	78.7%	86.6%	94.8%	61%
New Hampshire	NA	NA	NA	NA	NA	49.6% ²	NA	NA	
New Jersey	63.0%	63.3%	74.2%	77.6%	80.5%	81.2%	82.0%	86.0%	22%
New Mexico	82.6%	88.4%	86.6%	87.8%	87.6%	87.2%	89.7%	89.5%	-2%
New York	75.3%	76.1%	77.3%	80.3%	82.8%	84.6%	85.0%	85.0%	0%
North Carolina	76.7%	78.1%	80.5%	82.7%	84.1%	86.1%	86.1%	86.7%	4%
North Dakota	40.0%	46.7%	47.7%	57.9%	63.4%	63.7%	67.4%	76.3%	27%
Ohio	60.6%	64.8%	65.3%	66.9%	70.3%	74.7%	74.1%	78.7%	18%
Oklahoma	56.0%	60.7%	67.5%	67.9%	70.1%	76.7%	80.3%	83.1%	14%

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State or U.S. Territory ¹	1998	1999	2000	2001	2002	2003	2004	2005	Reduction in Nonuse 2004–2005
Oregon	82.6%	82.7%	83.6%	87.5%	88.2%	90.4%	92.6%	93.3%	10%
Pennsylvania	67.8%	69.7%	70.7%	70.5%	75.7%	79.0%	81.8%	83.3%	8%
Rhode Island	58.6%	67.3%	64.4%	63.2%	70.8%	74.2%	76.2%	74.7%	-6%
South Carolina	64.8%	65.2%	73.9%	69.6%	66.3%	72.8%	65.7%	69.7%	12%
South Dakota	45.7%	NA	53.4%	63.3%	64.0%	69.9%	69.4%	68.8%	-2%
Tennessee	56.7%	61.0%	59.0%	68.3%	66.7%	68.5%	72.0%	74.4%	9%
Texas	74.4%	74.0%	76.6%	76.1%	81.1%	84.3%	83.2%	89.9%	40%
Utah	66.7%	67.4%	75.7%	77.8%	80.1%	85.2%	85.7%	86.9%	8%
Vermont	62.7%	69.8%	61.6%	67.4%	84.9%	82.4%	79.9%	84.7%	24%
Virginia	73.6%	69.9%	69.9%	72.3%	70.4%	74.6%	79.9%	80.4%	2%
Washington	79.1%	81.1%	81.6%	82.6%	92.6%	94.8%	94.2%	95.2%	17%
West Virginia	56.5%	51.9%	49.8%	52.3%	71.6%	73.6%	75.8%	84.9%	38%
Wisconsin	61.9%	65.1%	65.4%	68.7%	66.1%	69.8%	72.4%	73.3%	3%
Wyoming	50.1%	NA	66.8%	NA	66.6%	NA	70.1%	NA	
Puerto Rico	78.3%	77.8%	87.0%	83.1%	90.5%	87.1%	90.1%	92.5%	24%
Nationwide	62% - 70%	67%	71%	73%	75%	79%	80%	82%	10%

Source: Rates in States and Territories are from surveys conducted in accordance with Section 157, Title 23, U.S. Code. The national figures are from NHTSA's National Occupant Protection Use Survey.

¹ Rates in jurisdictions with primary belt enforcement during the calendar year of the survey are shaded. However the law might not have taken effect when the survey was conducted.

NA: The State or Territory did not report a rate compliant with Section 157 to NHTSA.

² The 2003 rate for New Hampshire was not reported by the State. It was obtained by Preusser Research Group using methods compliant with Section 157.

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Key Provisions of Safety Belt use Laws

State or U.S. Territory ¹	Type of Law ²	Fine ³	Coverage		
			Seats	Persons	Vehicles Exempted
Alabama	Primary	\$25	Front	Age 6+ except medical reason or newspaper/mail delivery	Vehicles for > 10 passengers, model year < 1965, vehicles driving in reverse
Alaska	Secondary	\$15	All	All except medical reason or newspaper/mail delivery	School buses, vehicles with no safety belts, emergency vehicles
Arizona	Secondary	\$10	All in front seat & age 5-15 in rear, except medical reason or mail delivery		Vehicles for > 10 passengers, model year < 1972
Arkansas	Secondary	\$25	Front	All except medical reason or rural mail delivery	School, church, & public buses; model year < 1968
California	Primary	\$20	All	All except medical reason, newspaper/rural mail delivery, waste/recycling collection	Emergency vehicles
Colorado	Secondary	\$15	All	All except medical reason, delivery/pickup services; primary law if driver < 18	Buses, ambulances, farm tractors, husbandry vehicles, vehicles not required to have belts
Connecticut	Primary	\$37	All in front seat and 4-16 in rear, except if medical reason or delivery service		Vehicles > 10,000 lbs, public vehicles, emergency vehicles
Delaware	Primary	\$25	All	All except medical reason, mail delivery	Tractors, off-road vehicles
District of Columbia	Primary	\$50 + 2 points	All	All except medical reason	Taxis, vehicles for > 9 passengers, farm vehicles, model year < 1966
Florida	Secondary	\$30	All in front seat and 6-17 in rear, except medical reason or newspaper delivery		Living space of RVs, school & public buses, farm tractors, trash trucks, trucks > 5,000 lbs.
Georgia	Primary	\$15	All in front seat, and 6-17 in rear, except medical reason or newspaper/rural mail delivery		Pickup trucks, off-road vehicles, vehicles for > 10 passengers, emergency vehicles, vehicles making frequent stops, vehicles in reverse, model year < 1965
Hawaii	Primary	\$45	All in front seat and 4-17 in rear, except medical reason		Taxis, buses & school buses > 10,000 lbs, emergency vehicles, vehicles not required to have belts
Idaho	Secondary	\$10	All	All, except if medical reason, all belts used, or mail delivery	Vehicles > 8,000 lbs, emergency vehicles, husbandry vehicles
Illinois	Primary	\$25	All in front seat and 8-15 in rear, except medical reason or rural mail delivery		Emergency vehicles, vehicles not required to have belts, vehicles in reverse
Indiana	Primary	\$25	All in front seat and 4-11 in rear, except medical reason or delivery service		Pickup trucks, buses, trucks, tractors, RVs, SUVs registered as pickup trucks
Iowa	Primary	\$25	All in front seat and under 11 in rear, except medical reason, delivery service, or bus passenger		Emergency vehicles
Kansas	Secondary	\$10	All in front seat and 4-14 in rear, except medical reason or newspaper/mail delivery		Farm vehicles > 16,000 lbs, vehicles for > 10 people, trucks > 12,000 lbs, off-road vehicles
Kentucky	Secondary	\$25	All	All except medical reason or mail delivery	Farm vehicles > 2,000 lbs, vehicles for > 10 people, trucks > 12,000 lbs, model year < 1965
Louisiana	Primary	\$25-\$50	All in front seat and 6-12 in rear, except medical reason or mail delivery		Farm vehicles within 5 miles of farm, model year < 1981, vehicles for > 10 people
Maine	Secondary	\$25-\$50	All	All except medical reason or rural mail delivery	Taxis, vehicles manufactured without belts
Maryland	Primary	\$25	Front outboard	All except medical reason or mail delivery	Taxis, vanpools, hearses, farm vehicles within 10 miles of farm, antique vehicles, emergency vehicles
Massachusetts	Secondary	\$25	All	All except medical reason or rural mail delivery	Taxis, buses, tractors, livery vehicles, trucks > 18,000 lbs, emergency vehicles
Michigan	Primary	\$25	All in front seat and 4-15 in rear, except medical reason or delivery service		School buses, model year < 1965, vehicles not required to have belts
Minnesota	Secondary	\$25	All in front seat and 4-10 in rear, except medical reason, rural mail delivery, or when all belts used		Farm pickup trucks; school buses; model year < 1965; vehicles in reverse, making frequent stops, or < 25 mph
Mississippi	Secondary	\$25	All in front seat and 4-10 in rear, except medical reason or meter reader		Farm vehicles, ATVs, buses, trailers, vehicles for > 15 passengers, husbandry vehicles
Missouri	Secondary	\$10	All in front seat and 4-15 in rear, except medical reason, mail delivery, or all belts used; primary law for < 16		Farm vehicles, vehicles for > 10 people or used for agriculture, trucks > 12,000 lbs, model year < 1968
Montana	Secondary	\$20	All	All except medical reason or all belts used	Vehicles with frequent stops, special mobile equipment vehicles
Nebraska	Secondary	\$25	All in front seat and 4-18 in rear, except medical reason or rural mail delivery		Farm vehicles, buses, emergency vehicles, parade vehicles, model year < 1973
Nevada	Secondary	\$25	All	All except medical reason or rural mail delivery	Taxis; buses; emergency vehicles; vehicles not required to have belts, making frequent stops, or < 15 mph
New Hampshire	No law for ages 18+	\$25	All	Primary law for < 18	Taxis, school buses, antique vehicles, parade vehicles, model year < 1968

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State or U.S. Territory ¹	Type of Law ²	Fine ³	Coverage		
			Seats	Persons	Vehicles Exempted
New Jersey	Primary	\$42	All in front seat and 8-17 in rear, except medical reason or rural mail delivery		Vehicles manufactured before 1966, vehicles not required to have belts
New Mexico	Primary	\$25 + 2 points	All	All except medical reason or rural mail delivery	Vehicles > 10,000 lbs.
New York	Primary	\$50 or more + 3 points	All in front seat and < 15 in rear, except medical reason or rural mail delivery		Taxis, non-school buses, livery vehicles
North Carolina	Primary	\$25	All in front seat and < 15 in rear, except medical reason or delivery service		Commercial vehicles; farm vehicles; emergency vehicles; vehicles for > 11 people, making frequent stops, or < 20 mph
North Dakota	Secondary	\$20	All in front seat and 7-17 in rear, except medical reason, rural mail delivery, or all belts used		Farm vehicles, vehicles for > 10 people, husbandry vehicles
Ohio	Secondary	\$25	Front	All except medical reason or newspaper/mail delivery	None
Oklahoma	Primary	\$20	All in front seat and 6-12 in rear, except medical reason or mail delivery		RVs, trucks, tractors
Oregon	Primary	\$94	All	All except medical reason, newspaper/mail delivery, meter reader, or when all belts used	Taxis, transit vehicles, trash trucks, emergency vehicles, vehicles for > 15 passengers or not required to have belts
Pennsylvania	Secondary	\$10	All in front seat and 8-17 in rear, except medical reason or delivery service < 15 mph		Trucks > 7,000 lbs, model year < 1966
Rhode Island	Secondary	\$75	All	All except medical reason or rural mail delivery	Vehicles not required to have belts, model year < 1966
South Carolina	Secondary	\$10	All	All except medical reason, delivery service, or all belts used	School, church, and daycare buses, public transit, vehicles for > 10 passengers, parade vehicles
South Dakota	Secondary	\$20	All in front seat and < 18 in rear, except medical reason or newspaper/mail delivery; primary law for < 18		Vehicles not required to have belts, model year < 1973
Tennessee	Primary	\$10-\$20	All in front seat and < 16 in rear, except medical reason, newspaper/mail delivery, utility worker, or auto dealer/mechanic within 1 mile of dealership		Public vehicles, vehicles > 8,500 lbs, parade vehicles, hayrides, livery vehicles, vehicles not required to have belts or < 15 mph between fields
Texas	Primary	\$25-\$200	All in front seat and < 17 in rear, except medical reason, newspaper/mail delivery, or utility worker		Farm vehicles, vehicles for >10 people, trucks > 15,000 lbs
Utah	Secondary	\$15-\$45	All	All except if medical reason or all belts used	Vehicles not required to have belts, model year < 1966
Vermont	Secondary	\$10	All	All except if medical reason, rural mail delivery, or delivery < 15 mph	Taxis, buses, farm tractors, emergency vehicles
Virginia	Secondary	\$25	All in front seat and < 16 in rear, except medical reason, newspaper/rural mail delivery, meter reader, or parking enforcement		Taxis, police vehicles, vehicles for > 10 passengers, municipal and delivery vehicles with frequent stops
Washington	Primary	\$101	All	All except medical reason or all belts used	Farm vehicles, construction vehicles, vehicles for > 10 passengers, commercial vehicles with frequent stops
West Virginia	Secondary	\$25	All in front seat and < 17 in rear, except medical reason or rural mail delivery		Vehicles for > 10 passengers
Wisconsin	Secondary	\$10	All in front seat and 4-15 in rear, except medical reason, newspaper/rural mail delivery, or land surveyor		Taxis, farm trucks, emergency vehicles, vehicles with frequent stops or not required to have belts
Wyoming	Secondary	\$10-\$25	All	All except medical reason, mail delivery, or all belts used	Buses, emergency vehicles
American Samoa	Primary	\$25	All	Age 4+	None
Guam	Primary	\$50	Front	All	None
N. Mariana Islands	Primary	\$25	All	Age 5+	Vehicles carrying large industrial construction equipment
Puerto Rico	Primary	\$50	All	All	None

¹ Laws as of October 2005. Most jurisdictions also have laws requiring that certain children be in child safety seats or booster seats. We do not present these laws here. Safety belt laws are more complex than can be conveyed in this Table, and so the reader should consult each State or Territory's law for its exact coverage and penalties.

² Motorists in jurisdictions with primary belt enforcement laws can be stopped and ticketed simply for not using a safety belt. Under a secondary law, motorists can only be ticketed for belt nonuse if they have been stopped for another infraction, such as an expired license tag.

³ The fines presented here are the fines on the ticket. They do not include court costs and surcharges.

*This report is a revision of the original November 2005 report. The new report reflects updated rates submitted after November 2005.

Data Source

The data in this Research Note come from surveys conducted by States and U.S. Territories in accordance with criteria established by NHTSA to ensure accurate and consistent results. These criteria were set forth in Section 157, Title 23 of the U.S. Code, and took effect with the 1998 survey year. The main provision of the criteria is a requirement that the surveys observe actual traffic on the road at a set of sites chosen through probabilistic means. Other major elements of the criteria are summarized below. All 50 States, the District of Columbia, and Puerto Rico are eligible for the grant program administered through the Section 157 regulation. Compliance with the criteria is verified annually by NHTSA's National Center for Statistics and Analysis.

Using a probability sample removes biases associated with choosing observation sites subjectively. It also allows the computation of the margin of error of the use rates. The Section 157 surveys were designed so that the margin of error on statewide use is at most 10 percent of the use rate. For example, the margin of error on a use rate of 80 percent is +/- 8 percentage points.

States and Territories may conduct their 2005 surveys at any time during the 2005 calendar year. However, most of the 2005 surveys in this publication were conducted in June 2005, shortly after the conclusion of a nationwide media and enforcement campaign to encourage greater belt use. Information on this campaign, the *Click It or Ticket* campaign, will appear in an upcoming NHTSA Traffic Tech publication and report at www.nhtsa.dot.gov.

The results of the 2004 and 2005 surveys in this publication are final. As allowed by the Section 157 regulation, States and Territories may submit revised figures before March 1 of the subsequent calendar year.

Safety belt use nationwide reached 82 percent in 2005, as measured by NHTSA's National Occupant Protection Use Survey (NOPUS). NOPUS provides NHTSA's official measure of nationwide use because it is the only probability-based observational survey of safety belt use in the United States. Additionally, NOPUS does not employ cost-saving restrictions allowed of the States and Territories in Section 157 (namely, the omission of up to 15 percent of low population areas and the permission to observe data solely in vehicles stopped at a stop sign or stoplight), and so provides a better measure of nationwide use than would be obtained by combining the use rates from the States and Territories.

Safety Belt Use Laws

Safety belt use in the United States is regulated and enforced at the State and local levels. The previous table presents key provisions of safety belt laws, which vary widely throughout the Nation in terms of vehicles covered, seating positions covered, and penalties for nonuse. In addition, cities or other localities within States and Territories may have laws stricter than those in this table.

Belt enforcement laws may be "primary" or "secondary." Under a **primary** belt law, motorists can be stopped and ticketed simply for belt nonuse. Under **secondary** laws, motorists must be stopped for another infraction, such as an expired license tag, in order to be ticketed for belt nonuse. In 2005, 22 States, Puerto Rico, and the District of Columbia had primary laws, 27 States had secondary laws, and one State (New Hampshire) effectively has no belt law, since motorists over age 17 can legally ride unbelted. The Territories of American Samoa, Guam, and the Commonwealth of the Northern Mariana Islands also have primary laws. South Carolina strengthened its belt law to a "primary" enforcement law, effective December 2005. This State saw a jump in use from 65.7 percent in 2004 to 69.7 percent in 2005. The 2005 survey was conducted before the primary law took effect, and so greater gains may be realized in 2006.

Improvement in Rates

We measure improvement in safety belt use by examining the reduction in belt nonuse. For instance, an increase from 90 percent to 95 percent represents a 50 percent reduction in nonuse (i.e. nonuse was cut in half, from 10 percent nonuse to 5 percent nonuse). This provides a better measure of improvement than a straight percentage or percentage point increase in use, since e.g., a 10-point jump in use is considerably easier starting at 50 percent use than at 80 percent use, because a greater percentage of belt nonusers must be converted to users at the 80 percent rate. In fact, while not entirely accurate, given that a number of people use belts at some times and not others, it can be helpful to think of the percentage reduction in nonuse as the percent of nonusers who were "converted" to users (Boyle et al., 2003).

The reduction in belt nonuse during 2004-2005 is shown in the last column of the first table. In 2005, Nevada, Texas, and West Virginia showed the greatest improvement, each reducing nonuse by 30 percent or more over their 2004 rates.

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Summary of Survey Criteria from Section 157, Title 23, U.S. Code

Belt use rates from the States and Territories in this report are based on surveys conducted according to criteria issued in Section 157 of Title 23 of the United States Code.

These criteria were established as part of an occupant protection incentive grant program for the 50 States, the District of Columbia, and Puerto Rico. The criteria are summarized below:

1. Estimates must be obtained through a survey using actual observation of occupant shoulder belt use in vehicles on roadways. Use rates determined from secondary sources, e.g., police crash reports or use reported through telephone surveys, are not permitted.
2. The survey must be probability-based. Statistical procedures must be employed to select sites at which observations of shoulder belt use are made. Following probability-based sampling procedures permits estimates that are “representative” of the use rate in the desired population and makes it possible to calculate their standard errors.
3. The survey must be designed and conducted to permit estimating shoulder belt use for the following population of interest:
 - Front-seat, outboard passengers, i.e., the driver and right-front-seat passenger.
 - All passenger motor vehicles, i.e., automobiles, pickup trucks, vans, minivans, and sport utility vehicles, must be observed, regardless of the State (or county) of registration.
 - Observational sites in the largest geographic areas (usually counties) in the State containing at least 85 percent of the State’s population must be included in the sampling frame and have positive probability of selection. This criterion permits the exclusion of large, sparsely populated geographic areas where few observations are expected.
 - Observations must be conducted during all daylight hours and on all days of the week, and must be scheduled without regard to day-of-week and time-of-day (for daylight hours).

4. The survey must be designed to produce an overall estimate of shoulder belt use with a relative precision (the estimated sampling error of the use divided by the estimated use rate) of +/- 5 percent. This ensures that there are a sufficient number of observation sites and observed vehicles to produce a statistically reliable estimate.
5. The survey design and results must be properly documented for evaluation of survey results by NHTSA and others and to determine compliance with Criteria 1-4 listed above.

References

Glassbrenner, D., *Safety Belt Use in 2005 – Overall Results*, National Highway Traffic Safety Administration, DOT HS 809 932, August 2005

Boyle, J., and Vanderwolf, P., *2003 Motor Vehicle Occupant Safety Survey, Volume 3, Safety Belt Report*, National Highway Traffic Safety Administration, DOT HS 809 788, September 2003

For More Information

This publication is part of a series of Research Notes presenting data on safety belts, motorcycle helmets, child restraints, and driver cell phone use. Other publications in the series, such as “Safety Belt Use in 2005 – Overall Results,” can be found at the Web site www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/AvailInf.html.

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